

**CONNECTING DOWNTOWN TO THE BAYFRONT**  
**City of Sarasota, Florida**

Technical Memorandum 1



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## INTRODUCTION

This technical memorandum summarizes Task 3.1 of the scope of services approved on August 7, 2008, for the Connecting Downtown to the Bayfront Project. This task consists of a review of the data provided by the City, as well as data obtained from other sources which are applicable to pre-charrette research.

### 3.1 Review of Data Provided by City

Trans Associates (TA) has acquired the following documents from the City:

- Wayfinding System Project White Paper, dated August 2005
- Proscenium traffic impact study draft dated April 9, 2008
- Citywide Traffic Signal Timing Project report and files, dated June 2008
- Crash data along study corridor from 2005 - 2008
- Existing aerial photography from County's FTP site
- Existing and proposed land use GIS shape files

### Summary of Provided Data

#### Wayfinding System Project

The purpose of the Wayfinding System Project is to create a system that will direct visitors and residents to major destinations within or in close proximity of the City of Sarasota.

The Wayfinding System White Paper, dated August 2005, and the Schematic Options, dated December 2007, was available on the City of Sarasota website.

The Wayfinding Project is applicable to the pre-charrette research because it places emphasis on Downtown navigation. Specifically the project proposes the following tasks in relation to Downtown:

- Maintain or heighten the current character, ambience, and vitality of the Downtown;
- Promote the efficient search for and use of parking resources;
- Complement the walkability of the Downtown;
- Increase pedestrians' abilities to navigate through Downtown while enhancing the "experience of place";
- Compliment and help to unify the built environment through graphic consistency;

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- Provide guidance to direct the foot-traveler or bicyclist to destinations or sub-districts within the Downtown area;
- Open opportunities for learning about Sarasota as a part of the visitor's "experience of place" by providing interpretive information on the history of local landmarks, information on civic art, and environmental information related to landforms, water, etc.

Due to lack of funding, the Wayfinding Project was not completed and ended with only schematic designs available.

### Proscenium Traffic Impact Study

The proposed location for the Proscenium project is bounded by US 41, Cocoanut Avenue, 4th Street, and Boulevard of the Arts (6th Street). The mixed-use development is anticipated to produce 1,029 net, new external PM peak hour trips. Based on the Sarasota-Manatee-Charlotte (SMC) gravity model, it is expected that net new external trips will be distributed with:

- 21% to/from the north via US 41,
- 28% to/from the south via US 41, and
- 51% to/from the east via Fruitville Rd and Boulevard of the Arts.

The trips generated from the Proscenium project was applied in Tasks 3.9 and 3.10 for level-of-service (LOS) evaluation and FSUTMS travel demand modeling. The Proscenium Traffic Analysis was applied to LOS evaluations and travel demand modeling because of the magnitude of the project, as well as the methodology used to project 2011 future demand. The Proscenium Traffic Impact Analysis draft report, revised April 2008, uses a background growth rate derived for historical vehicle miles traveled. The analysis also includes vested trips from the following projects:

- Alcazar
- One Palm
- Sarasota Bayside
- City Place
- 1605 Main Street
- Renaissance Phase II

The 2011 traffic volumes from the Proscenium Traffic Impact Analysis report addresses large developments in the area, and may therefore reflect future demand in 2011.

### Sarasota Bayside Traffic Impact Study

The proposed Sarasota Bayside project located on the west side of US 41 between Boulevard of the Arts and 2nd Street, is anticipated to produce 122 net, new external PM trips. The trips are anticipated to be distributed with:

- 21% coming to/from the north via US 41,
- 28% coming to/from the north via US 41, and
- 51% coming to/from the east via Fruitville Road and Boulevard of the Arts.

The trips generated from the Sarasota Bayside project was used in Task 3.10 for FSUTMS travel demand modeling.

### Citywide Traffic Signal Timing Project

Turning movement counts were conducted in January and February 2008 for the Citywide Traffic Signal Timing Project. Existing conditions were evaluated and several improvements were suggested to improve the LOS along the study corridor. Features to improve pedestrian circulation are recommended for the intersections of:

- US 41 & Main St,
- US 41 & Ringling, and
- US 41 & Fruitville Rd.

Data from the Citywide Signal Timing Project will be used in the LOS evaluation. The analysis of existing conditions will be compared with the 2011 LOS evaluation.

### *Crash Data*

A summary of 414 crash reports between 2005 and 2008 was provided by the City. The summary report was obtained from the Sarasota Police Department and the incidents reported were classified in eight categories:

- Motor vehicle property damage
- Motor vehicle hit and run – property damage
- Motor vehicle personal injury
- Motor vehicle injury – DUI

- Pedalcycle injury
- Motor cycle injury
- Pedestrian injury
- Motor vehicle hit and run personal injury

Additionally, crash report long forms have been provided to obtain additional detail.

Crash data will be used in task 3.6 for crash data analysis.

### Right-of-Way Maps

Right-of-way (ROW) maps were not obtained from the City; however, ROW maps were obtained from the FDOT by the Consultant.

### Existing Aerials and GIS Files

#### **Aerials**

The County's FTP site contains 612 high resolution images from around the County, taken in 2006. Aerial photography from the Florida Department of Transportation (FDOT) was used instead of the County aerials due to the data compression. Both sources have aerial photography with a resolution of 1 foot per pixel, however, due to data compression, the FDOT aerials were easier to work with.

#### **GIS Shape Files**

GIS shape files provided by the City contain the following layers:

- Parcel shape file includes parcel ID and notes (split, combined, corrections)
- Parks shape file includes names, park types, address and facilities
- Street shape file includes length, class, name, speed limit
- Zoning shape file includes codes, ordinance numbers, and area
- Future land use shape file includes codes and shape

Aerials and GIS files will be used for base mapping in Task 3.3.

### Existing and Proposed Land Use Maps

Existing and proposed land use maps were not obtained from the City; however, land use information was obtained from GIS files and external sources such as Sarasota County property appraisals.

### SUMMARY/CONCLUSIONS

Most of the data provided by the City will be used for pre-charrette research as well as developing graphics for the design charrette. The City provided:

- The Proscenium Traffic Impact Analysis,
- Existing traffic signal timing,
- Phasing and operation plans from the City Signal Retiming Study,
- Crash history information along the study corridor, and aerial photography.

The City also provided various GIS files, from which, additional data for mapping was obtained.

Aerial photography from the Florida Department of Transportation (FDOT) was used instead of the County aerials due to the data compression. Both sources have aerial photography with a resolution of 1 foot per pixel, however, due to data compression, the FDOT aerials were easier to work with.

Existing and proposed land use maps were not obtained from the City; however, land use information was obtained from GIS files and external sources such as Sarasota County property appraisals.

Right-of-way (ROW) maps were not obtained from the City; however, ROW maps were obtained from the FDOT by the Consultant.

The data obtained was sufficient for pre-charrette research and was applicable to several tasks in the scope of services. The data provided has been used in upcoming Technical Memorandum 2.